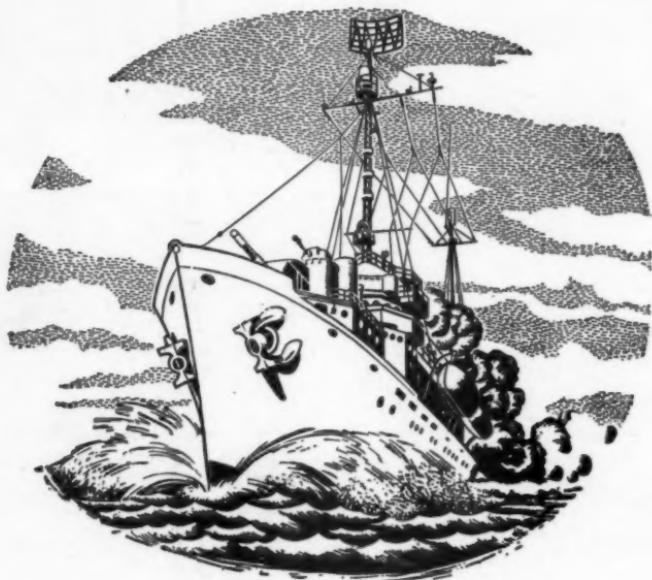


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U.S. COAST GUARD BULLETIN...



Washington, D. C.—May 1952

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Hero of the Year: BMC Fred Permenter

12th District Veteran Receives Gold Life-Saving Medal and Legion Medal of Valor

Two of the most coveted awards open to members of the Coast Guard have been won by Chief Boatswain's Mate Fred Permenter, now serving in the 12th District. They are the Treasury's Gold Life-Saving Medal and the American Legion's Medal of Valor. Both awards came as the result of the same incident when Permenter went to the assistance of five men whose launch had capsized in heavy seas. Permenter's exploit was described as follows in the citation from the Secretary of the Treasury:

"For extreme and heroic daring on 5 April 1951, when he went to the assistance of five men who had been thrown into the sea when their motor launch was capsized by heavy seas at St. George Reef Light Station, Crescent City, Calif.

"Permenter immediately sent out a call for assistance and directed operations to hoist the swamped launch and recover a life raft. Then climbing down to the base of the tower with the life raft, Permenter, completely disregarding his own personal safety and despite the rocks and heavy swells below, threw out the raft and jumped twenty feet into the sea.

"Swimming after the drifting raft, he climbed aboard and paddled past a mooring buoy on which two of the men had secured themselves. Ascertaining their safety, he located and picked up a third man, who was unconscious, and pulled him aboard. When Permenter, due to physical exhaustion, was unable to pick up a fourth man, he lashed him to the raft and continued, without success, his efforts to locate the fifth victim. Some time later, a fishing boat arrived on the scene and all were taken aboard.



BMC FRED PERMENTER

"Permenter's outstanding courage, initiative, fortitude and unwavering devotion to duty while endangering his life during this rescue reflect great credit upon himself and the United States Coast Guard."

The Medal of Valor has been awarded annually since 1936 by American Legion Post No. 27, Baltimore, to the Coast Guardsman who performed the outstanding act of heroism in the preceding year. The selection is made by the Commandant on the recommendation of the Coast Guard Board of Awards.

Chief Permenter came from the 12th District to receive the double honor. The Live-Saving medal was presented by the Secretary of the Treasury at ceremonies in Washington. The Legion award was presented at a banquet in Baltimore, with RADM Russel E. Wood, assistant chief of staff, reading the citation.

Chief Permenter was born April 28, 1919, in Noxapater, Miss. He enlisted August 28, 1938, and saw much active service in the South Pacific during the war. As boatswain's mate 1st class, he served in numerous initial combat and support landings in amphibious operations in New Guinea, the Netherlands East Indies and at Leyte Island in the Philippines. Permenter is married and has four sons. The family lives in Crescent City, Calif.

First SPAR Attends Information School

Carolyn Stilwill, YN2 (P), the first SPAR ever assigned to the Armed Forces Information School, arrived at Fort Slocum, N. Y., on April 14, to begin the 6-week information and education course for enlisted personnel.

The course entails 240 hours of class room work, including instruction in Public Information, history, government, and economics. Originally at Carlisle Barracks in Pennsylvania, the school recently was moved to Fort Slocum. In addition to information and education for enlisted personnel, the school offers training in intensified public information for officers and enlisted men, and information and education for officers.

Yeoman Stilwill was assigned to this school as part of her training for advancement to YN1 (PNT). Although in World War II, many SPARS held spe-

cialist ratings which involved duties of the present Personnel man, Miss Stilwill will be the only one presently on active duty to hold a PNT designator.

Yeoman Stilwill served in the Publications and Printing office of the 5th Coast Guard District during World War II. Since volunteering for active duty, she has been at Headquarters in the Training Section of the Reserve Division where she has had charge of assembling and distributing training materials. In this billet she has been taking on the job training for personnel work. She will return to this billet upon graduation.

Plaque Awarded Aurora For Public Service

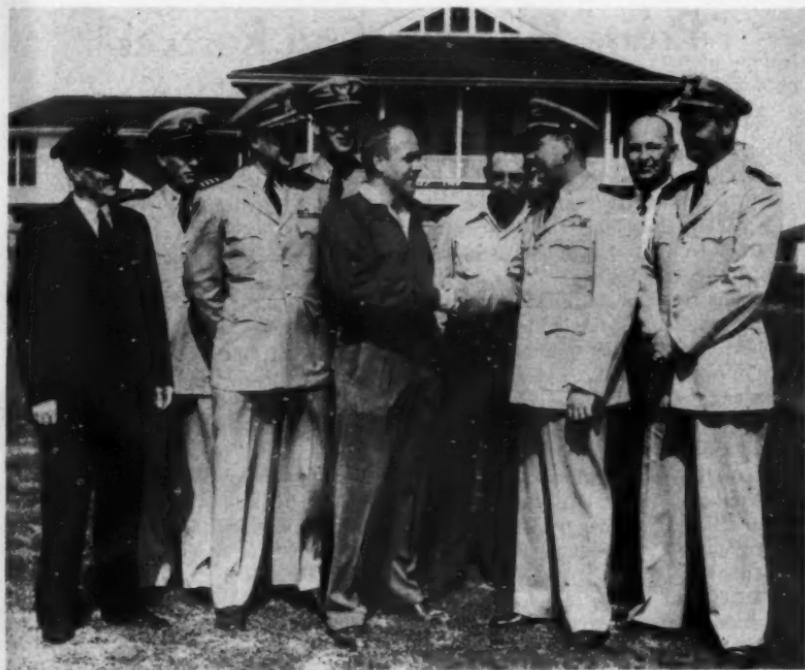
A small bronze plaque bearing her likeness was presented recently to the CGC *Aurora* by the Miami-Nassau Race committee for the ship's public service in patrolling this race on three successive occasions.

Measuring about three inches in diameter and designed by Commodore Arthur H. Bosworth of the Miami Yacht Club, who originated the Miami-Nassau Races 14 years ago, copies of the plaque were also given the nineteen yachts as participants. So far as is known this is the first time such a plaque has been awarded.

During their stay in Nassau, all officers and crew members were guests at an elaborate party given by Sir Sidney and Lady Greta Oakes. The *Aurora* has been based at Savannah, Ga., since 1948.

Within 40 hours after her arrival at Seattle, the CGC *Koiner*, recently demothballed Navy DE converted to Coast Guard Ocean station duty, was substituting for the *Swiftsure* Lightship which had suffered several casualties. Three days later the *Koiner* was back in Seattle.

The Auxiliary Division of the Thirteenth District has begun public instruction classes relating to the safe and efficient operation of motorboats.



MAYOR JACK DINGLE OF FREEPORT, TEXAS, extends greetings to LT B. S. Dean, skipper of the newly recommissioned *Dione*, and the ship's officers. Standing to the left of Mayor Dingle is CAPT R. H. French, chief of the Eighth District Operations. (See story below.) The *Dione* is now based at Freeport.

Texas Towns Welcome First CG Ship There

The big hand of Texas hospitality and friendship was extended to the Coast Guard on March 19 when four communities—Freeport, Velasco, Clute, and Lake Jackson—celebrated the day as "Coast Guard Day" by official proclamation. The occasion was the welcome of the recommissioned 165-foot cutter, *Dione*, to her new homeport at Freeport.

Schools were closed to permit children to visit the ship and the Freeport LB Station where she will be based.

The celebration began with a yacht escort which met the *Dione* at the channel entrance to Freeport Harbor, and closed with an enlisted men's dance at

the town's community house and an officers' dinner at the Dow Hotel.

First ship to be based at Freeport, the event caused much excitement and gratification to the Brazoport area. The *Dione* was commissioned September 22, 1934, and decommissioned at Cape May July 23, 1947.

Westwind Is Recommissioned

The old icebreaker *Westwind*, which was transferred to the Soviet Union on February 21, 1945, under lend-lease, has been received by the Coast Guard and will be returned to service. She was recommissioned May 1, retaining the same name but with a new designation of WABG-281. Her wartime designation was AGB-6.

Praise for Cape Cod Rescues

Letters Cite Ability and Courage of Coast Guard

EDITOR'S NOTE—The letters below concern the remarkable rescues made by the Coast Guard when two tankers broke up off Cape Cod last March. The first is one from Samuel Morgan of Chatham, Mass., to Senator Leverett Saltonstall of Massachusetts, and is followed by the Senator's letter to the assistant commandant, RADM Alfred C. Richmond. Many other letters have been received expressing praise for the duty performed by the Service in that instance.

DEAR ADMIRAL RICHMOND: Recently, as you know, the tankers *Fort Mercer* and *Pendleton* broke up off Cape Cod.

Your Coast Guard men from the station and from the cutters did a remarkable job of rescue. I enclose herewith a copy of a letter that I have received from an independent-minded citizen of Chatham, Samuel Morgan, for your information.

(s) LEVERETT SALTONSTALL,
United States Senator.

HON. LEVERETT SALTONSTALL,
U. S. Senate.

DEAR LEVERETT: There has been a lot of publicity re saving of the lives of so many of the crews of the Tankers *Fort Mercer* and *Pendleton* that broke up (both) off here last Monday, the 15th, about the wonderful work and extraordinary heroism shown by the Officers and Crews of the CG Cutters, the Air-Sea Rescue planes and the Chatham CG Station. The ability displayed by these men is truly remarkable.

There is a lot more to all this than has been published, which is my main reason for this letter, particularly concerning the men of the Chatham CG Station.

CWO Daniel W. Cluff is in charge of station and has a well trained and able crew of very fine fellows. His boats and equipment are kept in excellent shape as well as all trucks, jeeps, etc. His Radar,

short-wave, radio telephones and other communication gear is all in good working order. Everything just had to be "right" otherwise it is very doubtful if many, or any, survivors would have been brought in, even his crews might not have made it back.

The full responsibility of all was his. He had to make the decisions and quickly; he had to be right. No opportunity to change his mind or think things over, and he was tired.

The station was a madhouse. People constantly coming and going, radio and telephone reports constantly coming in, questions all the time, requests for orders, people volunteering their services. State Police, Red Cross, CG Reservists, friends and relatives of men on the two tankers, quantities of "sight-seers", and the place was literally "crawling" with Press representatives, photographers, radio men and their lines and mikes, tape recorders, etc., etc.

Dan Cluff was obliged to keep his head, and he did.

The weather was particularly nasty, winds of gale force from NNW, visibility was poor and it was cold. A really severe winter storm.

A call had been received earlier that the Tanker *Fort Mercer* was in serious trouble about 30 miles off-shore. She was breaking up and it was doubtful if a CG Cutter could reach her in time.

The motor lifeboat 36383 left Stage Harbor about 12:30 p. m. (Monday), Donald W. Bangs, BMC, was in charge with Emery H. Haynes, EN1, Antonio F. Ballerine, BM3, and Richard J. Ciccone, SN, as crew. They went down around Monomoy Point and off-shore "to render what assistance possible." Their chances of getting back again were not good. The seas were dangerously high, breaking and rolling. It was cold and

these open motor lifeboats have virtually no protection against cold and exposure for their crews. Bangs and his men spent the rest of the day (Monday), all of the night, and did not bring their boat back to Stage Harbor until about 11:00 A. M. Tuesday. They were in contact by radio and visual signal with the Air-Sea Rescue plane, the two CG Cutters (*McCulloch* and one of the others). He was directed to contact the broken sections of the tankers, determine if men were aboard and take them off if possible. He was also in radio contact with the *Pollock* and *Stonehorse* Lightships and the Chatham Station. He and his men were in bad shape when they got in.

The stern portion of the *Pendleton* was even visible from shore as it drifted, rapidly in a southerly direction, a short distance off the North Beach. It was too close in for the cutters to reach and too far out for beach gear. (Monday afternoon)

The motor lifeboat 36500 with Bernard C. Webber, BM1, and Andrew J. Fitzgerald, EN2, Irving F. Maske, SN, and Richard L. Livesey, SN (Webber in charge) left its mooring at the Fish Pier about 6 p. m. to attempt rescue of men on this portion of the wreck. To get out he had to cross the Bars which were very bad; it was dark and the seas were extremely high and breaking.

Webber did cross the Bars, located the stern section of the *Pendleton* and managed to take off 32 of the 33 men aboard, one was lost between the boat and the wreck. He (Webber) was again successful crossing the Bars and into the channel and up the Harbor to the Fish Pier. He landed the 32 survivors at the pier at about 9 p. m.

All of the men, Coast Guard and *Pendleton* survivors were treated by Dr. Carroll Keene and Dr. Henry Hopkins. They were all in tough shape.

The Bars are, as you well know, quite well buoyed, or as well as can be, and these buoys marked on plans, drawings and charts and although rather crude, were of considerable help particularly to

William Woodman, Electronics Technician who "talked" Webber around some of the bad spots. Webber showed the highest kind of seamanship but it is doubtful if any boat could have lived in the tremendous seas pounding the Bars, even a Motor Lifeboat, if it had grounded going out or coming back in.

All of the men still are in rather bad shape, suffering from frost-bite, exposure and numerous injuries.

This has turned out to be rather a long letter but perhaps the circumstances justify it.

Sincerely,

(s) SAMUEL MORGAN,
Chatham, Mass.

Camp Gordon Trainee Receives Honorary Award

Val G. Vogel, SN, has been awarded the American Spirit Honor Medal for graduating with highest honors from the Leadership Training course conducted at the Military Replacement Training Center at Camp Gordon, Ga.

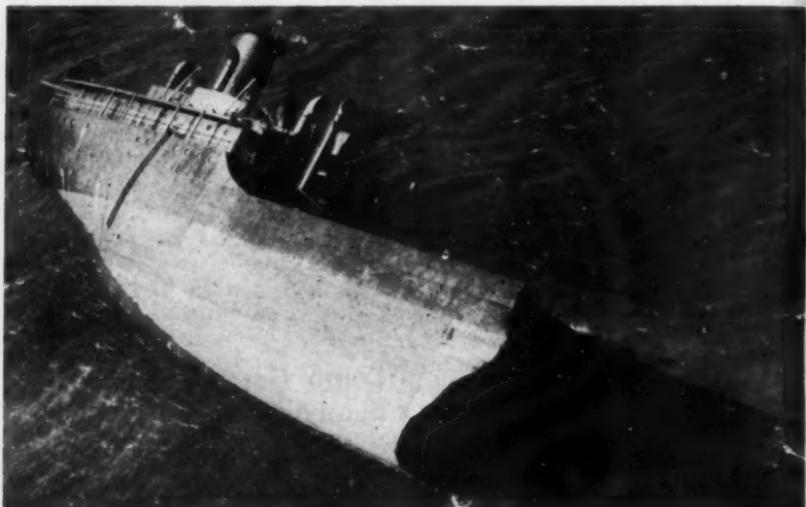
Presented to members of the Armed Forces who best express the American spirit in service training and signifying outstanding qualities of leadership, honor, initiative and loyalty to comrades, the medal is sponsored by the Citizens Committee for the Army, Navy, and Air Force, Inc., of New York.

Vogel entered the Coast Guard 14 months ago after graduating from a St. Louis high school and attending Washington University there for 2 years.

Before entering the leadership course he was stationed at Galveston with the COTP unit there. His present assignment is to the Eighth District Office at New Orleans.

A total tonnage of 5,051,038 handled through the Rock Island district of the Upper Mississippi in 1951 resulted in an all-time high for commercial traffic in that section of the river. This is an increase of 108,299 tons over 1950, the previous record high year.

Official Coast Guard Photographs



STERN OF THE S.S. PENDLETON sits forlornly on a sand bar off the coast of Cape Cod. Men from the Chatham Lifeboat Station overcame huge seas to bring back survivors.



RUBBER SUITED COAST GUARDSMEN support survivors from the *Fort Mercer* during their transfer from rubber raft to the Cutter *Yakutat*.



NOT A WHALE SOUNDING or dying, but the bow section of the *Fort Mercer*. Later she was sunk by gunfire from the cutter *McCulloch*.

Rescue Scenes Off the Cape Cod Coast



AN INJURED SURVIVOR from the bow section of the *Fort Mercer* is helped to the deck of the *Yakutat*. Veteran sailors called the launching of the surfboat in the boiling seas a remarkable feat of seamanship.



CAPTAIN FREDERICK C. PAETZEL (in bunk) and three crew members of the S. S. *Fort Mercer* meet CDR Joseph W. Naab, skipper of the CGC *Yakutat* which rescued them.

CG Detachment Leaves PMG Center at Camp Gordon

The Coast Guard detachment of the Provost Marshal General Center at Camp Gordon, Ga., was disestablished on 4 April by a retreat ceremony with Coast Guardsmen as honor color guards. Having completed the military police training program which was begun in February 1951, the detachment graduated 230 officers and 1,479 enlisted men in Company G.

CAPT Harry W. Stinchcomb, chief of the Port Security Division at Headquarters, and LCDR Emmett P. O'Hara, CO of the detachment, attended the final review.

Purpose of the training was to provide preparation for future service in port security units throughout the districts.

The detachment was the only one at the center in naval uniforms and provided added color to the weekly parades.

Of interest is the detachment's contribution of 478 pints of blood to the Red Cross Blood Donation program made during successive visits of the Bloodmobile unit since last August.

Involuntary Enlistment Extension May Be Reduced

Effective April 1 all enlisted Coast Guardsmen who have completed 6 months of active duty in an involuntary extension of enlistment period may be discharged from the Regular service if they enlist immediately for a 3-year period in the Reserve, according to recent orders of the Commandant.

Enlisted reservists may reenlist providing they have served the length of active duty required.

Those who reenlist in the Reserves, or those Reserves who reenlist, will be assigned to inactive duty and will receive the same rating held at the time of discharge.

Servicemen choosing to be so discharged are urged to join organized reserve training units located reasonably close to their hometowns. Should an en-

listed man wish to complete his involuntary extension of enlistment period he may do so.

First Auxiliary Aircraft Squadron in Second District

Announcement of the formation of the first Coast Guard Auxiliary Aviation Squadron in any CG District was made at the semi-annual meeting in St. Louis, March 24-25, of the key members of the Auxiliary in that 21-State area.

The first squadron, based in St. Louis, was followed in April by a second organized in the Kansas City area.

These squadrons will lend aerial observation assistance to the activities of the regular auxiliaries during times of flood and other disasters. For the time being their activities will be under the direction of LCDR A. N. Drake, Auxiliary Director of the Second District.

Certain Conditions Allow PS Card Changes

At the discretion of the District Commander in a Great Lakes and Western river area, a member of a crew of a vessel may be furnished a letter signed by the district commander or the captain of the port to serve in lieu of a Coast Guard Port Security Card. The letter authorizes employment for a period not to exceed 60 days. This new ruling was announced recently by the Commandant.

However, the issuance of the letter is subject to the following conditions:

- (1) The services of the person are necessary to avoid delay in the sailing of the vessel;
- (2) the person does not possess other identification credentials;
- (3) the person has filed his application for a CG Port Security Card or submits his application before the letter is issued;
- (4) the person has been screened by the district commander or captain of the port and such officer is satisfied concerning the eligibility of the applicant to receive a temporary letter.



THREE EAGLE SCOUTS IN ONE FAMILY—that is the unusual distinction of the family of CDR Gilbert R. Evans, who is assigned to Coast Guard Headquarters in the Program Analysis Division. Besides being an Eagle Scout himself, his two sons—G. Russell, 14, left, and John Samuel, 12, right—received that honor recently in the Fairfax District Court of Honor. Only about one scout in a thousand receives this top Scout award. So far both boys have ambitions to attend the Coast Guard Academy.

Six More DEs Join CG Fleet by June 15

Two of the group of six DEs slated to supplement the Coast Guard's weather patrol and SAR units were recommissioned on March 28. The *Ramsden* and *Richey* are commanded by LCDR Roy M. Hutchins, Jr., and LCDR Stephen G. Garkeek respectively.

The ships will be reactivated from the Naval reserve fleet by the CG detachment at the Green Cove Springs, Fla., Naval Base. The remaining four DEs are scheduled to be reactivated by the middle of June.

Recommissioning of the *Vance* and *Durant* is scheduled around May 15; LCDR J. C. Waters will be CO of the former, while LCDR J. M. McLaughlin

will command the latter, which should be in the CG fleet by June 15.

Two other DEs, the *Lansing* and *Chambers*, will be skippered by LCDR W. F. Adams and CDR G. T. Applegate.

The Second District staff basketball team won second place in the Armed Forces St. Louis Area League tournament.

A record high of 1,668 seaman recruits "on board" was set at the Cape May Receiving Center for the month of February.

Cape May trainees contributed \$48.86 to the annual March of Dimes campaign this year.

Reserve Officer Trains With Navy MSTS

First Coast Guard officer to receive instruction with the Navy Military Sea Transportation Service is LCDR Russell E. Sullivan, USCGR, of West Haven, Conn., who recently completed two weeks of training duty with MSTS in Brooklyn.

Upon completion of training duty, LCDR Sullivan submitted a report to the Commandant and to REAR ADMIRAL John M. Wh, USN, commander of MSTS.

Established 2 years ago, MSTS provides shipboard transportation for the entire Department of Defense, carrying personnel and matériel to all parts of the globe.

LCDR Sullivan, who is an official of the Customs Service in civilian life, served in the Asiatic-Pacific in World War II.

Reservists Take Courses From Institute and Navy

Eleven percent of Coast Guard Reserve officers and 6 percent of Reserve enlisted personnel are enrolled in correspondence courses, principally from the Coast Guard Institute and the Naval Reserve Correspondence Course Center.

Reports compiled at Headquarters for the month of March 1952 showed 41 officers and 263 enlisted men enrolled in CG Institute courses. Enrolled in Navy courses were 369 officers and 110 enlisted reservists. Three Reserve officers were enrolled in correspondence courses from other sources.

During the month of March, one officer and five enlisted men completed their CG Institute courses. Eleven officers and five enlisted men completed Navy courses in the same period.

Reservists who take correspondence courses do so as a supplement to or a substitute for training in Organized or Volunteer units.

**Save Today for Tomorrow—Buy
Defense Bonds.**

Reservists Have Right To Former Positions

Under the Universal Military Training and Service Act of 1951, reservists recalled to active duty are entitled to their former jobs if they apply within ninety days after their release from active duty. As related by the UMT Act, a reservist separated from the service after not more than 4 years' duty is entitled to his former job if the following conditions exist:

1. If the position he held was not merely a temporary one.
2. If he receives a certificate of satisfactory completion of training and service.
3. If he applies within ninety days after he is relieved from either training or service, or from hospitalization after training or service, if it does not extend beyond a year.
4. If he has not sustained some disability which would prevent his performing the duties of his position. If so disabled, he is to be given another position offering the nearest approach to like seniority, status and pay.

Returning veterans may obtain aid in their re-employment problems from the Veterans' Re-employment Rights, through the Secretary of Labor. To insure the re-employment rights, the United States attorney in the district in which a private employer is operating is expected to bring suit to obtain compliance with the act at no cost to the veteran.

The same general principles apply to Federal, State, and municipal workers called into service.

Ohio CG Reservists In Session at Cleveland

Coast Guard Reserve officers had their own section meeting for the first time in any convention of the Reserve Officers Association when the ROA Department of Ohio held its annual convention April



THE FIRST COAST GUARD ORGANIZED RESERVE TRAINING UNIT in West Virginia, ORTUAG 02-510, was recently activated in Wheeling with a membership of 15. It is commanded by LT Avery M. Bishoff, Jr., who lives just over the border in Washington, Pa., and drives 30 miles each way to attend the weekly drill sessions.

Other Organized Training Units, Vessel Augmentation (ORTUAG), which have been activated recently are those at Richmond, San Francisco, Miami, Battle Creek, Mich., Kansas City, Mo., and New Orleans.

Vessel Augmentation Units study sonar, radar, communications, seamanship, and other shipboard duties.

18-20 at the Hollenden Hotel in Cleveland. Heretofore Coast Guard officers have always attended the Navy section meetings. On this occasion several naval representatives from Washington, including CAPT J. H. Schultz, assistant chief of Naval Personnel for Reserve and CDR Henry G. Doyle, assistant director of ROA for Navy, attended the CG session.

CDR Henry E. Abbott (R), assistant chief of the Reserve division, represented the Commandant at the Coast Guard section meeting which took place Saturday afternoon, April 19. Also in attendance were CDR E. S. Kerr and CDR John D. Winn, Jr. (R), directors of the Reserve in the Ninth and Second Districts respectively.

Four-Color Booklet Describes Reserve Life

An attractive 4-color, 16-page booklet giving information about the Coast Guard Reserve and particularly the organized units will be distributed shortly from Headquarters for use in recruiting.

Four Coast Guard reservists, LT Frank

Canker, LT Sanford C. Smith, LTJG Jack C. Williams and former Coast Guardsman Dave Karner, all associated with Fletcher Richards, Incorporated, provided professional assistance. The book is being printed by the Government Printing Office.

Headquarters Officers Address ROA Council

The Assistant Commandant, the Chief Personnel Officer, and the Chief of the Reserve Division were among speakers from all the armed services who addressed the National Council of the Reserve Officers' Association at its meeting in Washington, 22 March 1952.

Admirals A. C. Richmond and J. A. Hirshfield, and Captain J. L. Steinmetz appeared at the invitation of the ROA Council. They presented various Coast Guard Reserve matters about which the Council should be informed and in which ROA cooperation could be of assistance in promoting a more effective Reserve.

Other Headquarters officers who attended the meeting were CDR H. E. Ab-

bott, (R) Assistant Chief of the Reserve Division and LCDR L. L. Nicholson, III, (R)

N. Y. Reserve Engineers Trained by Specialists

A training program which includes cooperation of the Sperry Gyroscope Co. and the Institute of Applied Arts and Sciences of the State University of New York has been developed by Reserve Volunteer Training Unit 3-10 of New York City for the final quarter of fiscal 1952.

This Training Unit, composed of reservists with engineering service and backgrounds, has for some time been outstanding in its utilization of local engineering facilities to develop a training program of high professional level.

Lectures scheduled at the Sperry Gyroscope Co. are conducted in the Brooklyn offices of the company by company employees and make use of Sperry gear and of models specially developed for training purposes.

At the Institute of Applied Arts and Sciences, the lectures, which are on electronics engineering subjects, are conducted by LCDR Joseph DeFrancisci, a member of the unit who was at one time one of the instruction staff of the Coast Guard Electronics School, Groton, and who is now a member of the faculty at the Institute of Applied Arts and Sciences.

The quarterly schedule includes other lectures, covering subjects in mechanical and electrical engineering, delivered by members of the unit who are specialists in these fields. Subjects included in the schedule are: induction motors, Diesel-electric drive, generators, power supply circuits, R-C coupled amplifiers, transmitter principles, superheterodyne principles, special circuits, and gyrocompass.

LCDR H. J. McDonald (R) has recently succeeded LCDR Joseph P. Dring (R) as commanding officer of the unit. LCDR Walter L. Kiernan (R) is training officer.

ORTUAG's on Cruises For Annual Training

Organized Reserve Units training for shipboard duties are now receiving practical experience aboard Coast Guard cutters to which they are ordered as units for their annual 2 weeks' training duty.

These 12 ORTUAG train throughout the year in Naval Reserve armories in a Vessel Augmentation Training Program. Newly organized in fiscal 1952, this is the first training duty at sea for these units.

Units from the first and third districts have already completed their cruises on vessels out of Boston and New York. A report of completion of this duty has also been received at Headquarters for one west coast unit with others scheduled for this month.

Most of the units are being assigned to DE's and WAVP's while those vessels are engaged in Navy training maneuvers.

C. G. Reservist Heads Naval Unit in Germany

LT Gerald C. Hall, USCGR, received orders effective 6 April, appointing him commanding officer of Naval Reserve Volunteer Composite Unit NavGer-6 located at Bremerhaven, Germany.

Mr. Hall is in Germany as an employee of Pan American World Airways. In World War II he spent 31 months at sea aboard the *Ingham* and the *Cepheus*. His family home is Larchmont, N. Y.

No lighthouse has ever equaled in height or in fame that of the Pharos of Alexandria completed about 280 B. C. It was one of the Seven Wonders of the World. Despite this grandeur the glow and smoke from an open fire was the only signal given mariners. For centuries later the same signal continued to be used.

Defense Bonds Will Add to Your Retirement Income.



CDR. C. M. SPEIGHT SWEARS IN VICE COMMODORE RICHARD M. PATTERSON, left, and Commodore Francis D. Courtney, right, as officers of the Fifth District Auxiliary at a ceremonial dinner held recently in Washington. Other persons attending and seated in the usual order are: CAPT J. D. Conway; Mrs. F. D. Courtney; VADM H. G. Hamlet (Ret); Mrs. L. N. Baker; Mrs. Hamlet and CAPT Lee H. Baker, Fifth District Commander.

Organized Reserve Increases Membership

Organized Reserve Training Units added at least 449 new members in the months of February and March, according to incomplete reports received at Headquarters. These increases were made in an all-out drive which began February 1 in all units in the continental United States and continued to May 1.

Goal of the campaign, in which Coast Guard Recruiting Offices cooperated with the Organized Units, was 410 percent of the strength authorized for each unit for fiscal 1952. This goal, if achieved, will provide a margin for attrition and for possible increases in the authorized com-

plements of some units in fiscal 1953. Figures on increases are as follows:

District	February	March (incomplete)
1	13	31
2	23	42
3	11	39
5	5	23
7	44	7
8	16	4
9	24	66
11	16	22
12	12	
13	18	33
Total	182	267

The first lifeboat station was established by the Massachusetts Humane Society at Cohasset in 1807. Boats were manned on an entirely volunteer basis.

Historical Supplement . . .

(Reprints from "THEY HAVE TO GO OUT")

EDITOR'S NOTE.—*Many requests for this monograph written by the Historical Section of the Public Information Division at Headquarters have been received of late. Filling these requests is depleting the small supply. Consequently more will be printed if the number of requests warrants this. If you should like one, please send your request to: The Editor, Coast Guard Bulletin, Public Information Division, United States Coast Guard Headquarters, Washington 25, D. C.*

Life Saving Under Coast Guard 1915-46

Only men of a special breed can take rescues in their stride, and as a good surfman requires particular qualities and abilities, best expressed, perhaps as boatmanship rather than seamanship, the life saving branch of the Coast Guard was until recently, even after the amalgamation of 1915, administered almost entirely as a separate unit. While specialization has since been broken down, there has been no relaxation of training, and one of the most valuable contributions of the Coast Guard in its development of men is that its men are unsurpassed anywhere in the handling of small boats.

On January 1, 1943, the Service had 202 active lifeboat stations and 62 inactive. By June 30, 1946, this number had been reduced to 189, only 59 of which were active on 23 August 1946, 32 in limited status, 92 in caretaker status and 6 altogether closed. Shortage of personnel during the period of demobilization and deployment had thus brought this once splendid facility for maritime safety temporarily to a low state of activity.

Replacement of wooden vessels by steel ships indicated that wrecks would take place farther offshore than formerly, and that more time would be available for rescue. The use of the breeches buoy, designed to bring survivors ashore from wrecks comparatively close ashore, was expected to show a decline. The newer stations, therefore, have been built on inlets in order to take advantage of the latest equipment.

There have been more lifeboats and picket boats and fewer pulling boats used in recent times. There is a lookout tower at every station and a 75-foot signal tower. All stations are part of the chain of coastal communications, and so are able to report disasters speedily and to summon assistance. In recent years complements have been doubled to 16 or more surfmen, under command, usually, of a warrant officer.

During World War II, the lifeboat and light stations of the Coast Guard became the nuclei around which the Beach Patrol was created. This force of 24,000 officers and men patrolled some 50,000 miles of our coasts. In addition to stationary and foot and vehicle patrols, with small boat forces at inlets, mounted patrolmen and sentry dogs were extensively used.

It was a young Coast Guardsman, John C. Cullen, Seaman 2/c, who, in the summer of 1942, discovered Nazi saboteurs landing on the beach at Amagansett, L. I., and sounded the alarm that led to their eventual capture. This incident gave the necessary impetus to the organization of the Beach Patrol that kept outshores under vigilant and thorough surveillance until all danger of invasion had passed.

Bering Sea Patrol 1867-1946

It was in 1867 that we acquired Alaska from Russia by purchase. The Revenue Cutter *Lincoln* was the first American vessel to arrive there. Regular Revenue Cutter patrol work in the Arctic region began as early as 1880, when the cutter *Corsair* was assigned to general police work in the Bering Sea. From the very beginning, therefore, Alaska became the peculiar responsibility of the Coast Guard. It was on guard in Alaskan waters from early May until late December of every year, rendering aid to shipping, caring for the shipwrecked, and assisting the unfortunate and destitute natives to return to their homes, after they had been driven ashore or onto other islands, by storm, while fishing. Public Health surgeons detailed to the cutter which formed the Bering Sea Patrol prescribed for and aided the sick, treating thousands of cases each year. Hundreds of shipwrecked American whalers were rescued and brought home to the United States.

There was the memorable cruise of the cutter *Bear*, the same ship which served in the Revenue Cutter Service 41 years and was later to carry Admiral Byrd to the Antarctica, which in the winter of 1897-98 was sent to the relief of 275 whalers, caught in the Arctic Ocean, near Point Barrow, by an unexpectedly early freeze. The overland expedition at the *Bear* started from Nunivak Island on the Bering Sea, at the limit of the ice floes, and in the dead of the Arctic winter. It consisted of LT D. H. Jarvis, LT E. P. Bertholf (later CG Commandant), and Surgeon Samuel J. Call among others. Their wearying mush through the snow-covered, ice-bound region that lay between them and the ice-bound whalers covered nearly 2,000 miles.

Starting on December 7, 1897, they did not reach their destination at Point Barrow until March 29, 1898. They drove before them a herd of reindeer as food for the starving crews of the whalers congregated there, and brought to the survivors the cheering news that with the breaking of the ice in a few months the *Bear* would arrive with an abundance of food and clothing and take them back to civilization. On their arrival at Point Barrow, Jarvis and his party found terrible conditions among the surviving whalers, but set to work and with indomitable energy brought order out of chaos. When the *Bear* finally got through on July 29, ninety seven men were taken aboard and transported to Frisco. Every one of the officers and men who composed this expedition was a volunteer from Captain Francis Tuttle, R. C. S. on downward.

During the absence of the *Bear* on this humane expedition the Spanish-American War had been fought and won. This was all news to the men of the Revenue Cutter Service when they reach Unalaska in the summer of 1898, homeward bound.

The work of the Revenue Cutter Service and later of the Coast Guard in Alaska waters is fraught with exposure and hard service incident to the life of the seafarer. The enforcement of law and order, the protection of the seal herd and salmon fisheries, the introduction of reindeer from Siberia, the care and attention given the educational system of the Department of the Interior and a thousand other duties faithfully executed on behalf of practically every government department, has typified and glorified the Service.

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